

62809

To: 9NPRM-CMTS@faa.gov, bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

DEPT. OF TRANSPORTATION
DOCKETS
50 SEP -2 AM 9:0

Subject: Docket No. FAA-99-5926 - 43
Docket No. FAA-99-5927 - 42
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

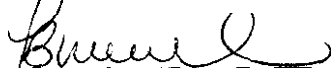
The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying OVER the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed 

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June.1999

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Signed Dany Hernandez

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed 

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

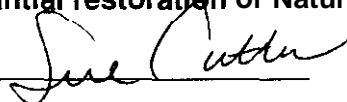
I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed



To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
US. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred,

Signed



To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of **PL100-91**, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of **8:00-6:00**, May through September and **9:00-5:00** October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...**Where** does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying **OVER** the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed 

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying OVER the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed 

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

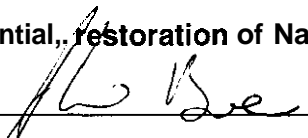
I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Lets not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial, restoration of Natural Quiet has indeed occurred.

Signed



To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

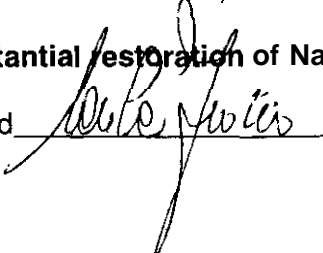
I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying OVER the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Lets not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed



To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?


The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying OVER the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred

Signed 

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
US. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, *June, 1999*

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.


I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed



To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?


The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

S i g n e d 

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-995926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of **8:00-6:00**, May through September and **9:00-5:00** October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...**Where** does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying **OVER** the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ..not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed  _____

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

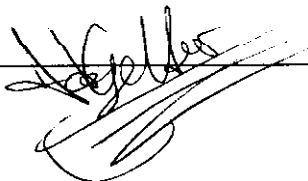
I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints, It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed



To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-995926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes.. **Where** does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

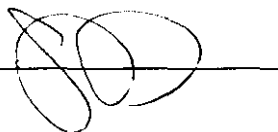
I support **the** air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying **OVER** the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed _____

A handwritten signature in black ink, consisting of a stylized, cursive 'B' or 'M' shape, followed by a horizontal line.

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

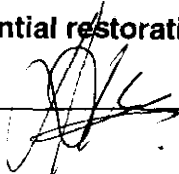
I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace, not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Lets not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed _____

A handwritten signature in black ink, appearing to be "Bill Marx", written over a horizontal line.

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLIOO-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred

Signed  _____

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed 

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the **effect** of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed *J Hutchins on*

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

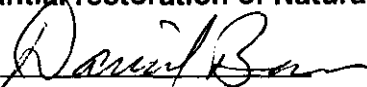
I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ..not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed



To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLIOO-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

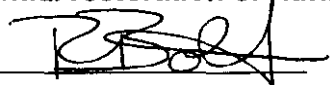
The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, *and/or* are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped its the only alternative.

Lets not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed 

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-995927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June,1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Rerouting flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, *and/or* are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Lets not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed 

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
US. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying **OVER** the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed Autumn 2000

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of ~~PL~~ 100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

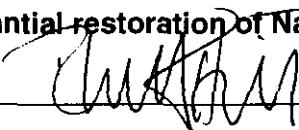
I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed _____



To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLIOO-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?


The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Lets not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed _____


To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, *and/or* are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Lets not limit the air tours for numbers sake. independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed

A handwritten signature in black ink, appearing to be "Bill Marx", written over a horizontal line.

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Lets not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred

Signed _____

A handwritten signature in black ink, appearing to be "Bill Marx", written over a horizontal line.

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators **are** now limited to the hours of **8:00-6:00**, May through September and **9:00-5:00** October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...**Where** does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

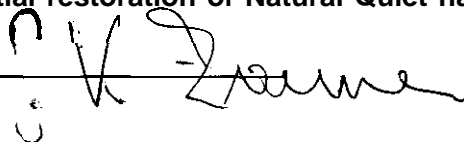
I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed _____



To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying OVER the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred

Signed



To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

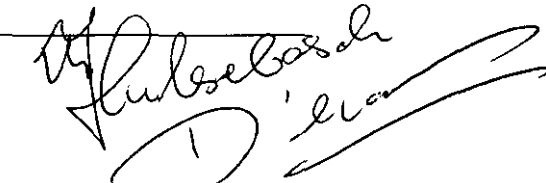
The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying OVER the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred

Signed 

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

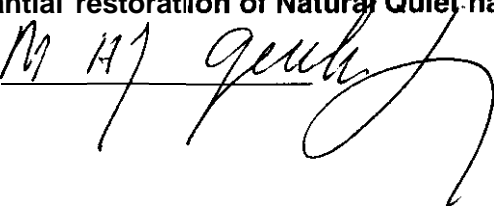
I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Lets not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed



To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June,1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

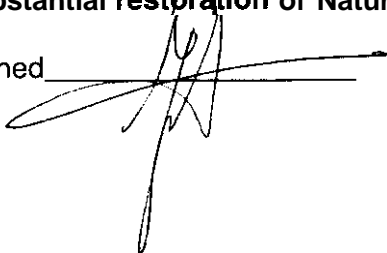
I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed

A handwritten signature in black ink, consisting of a series of loops and strokes, positioned over a horizontal line.

TO: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

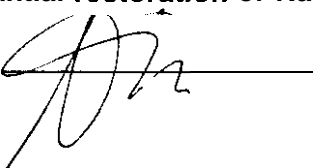
I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, **and/or** are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed

A handwritten signature in black ink, appearing to be "Bill Marx", written over a horizontal line.

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

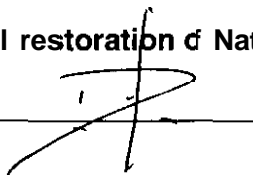
I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed _____

A handwritten signature in black ink, consisting of a stylized 'J' or 'Z' shape with a vertical line extending upwards and a horizontal line extending to the right.

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

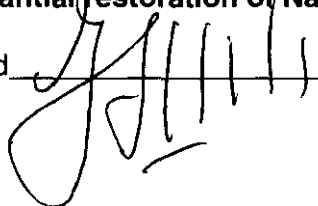
I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ..not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Lets not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed

A handwritten signature in black ink, appearing to be "Bill Marx", written over a horizontal line.

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

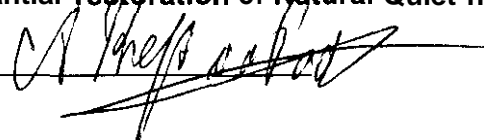
I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Lets not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred

Signed



To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

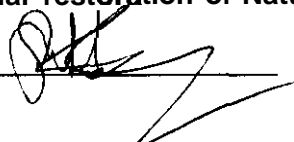
I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying OVER the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Lets not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed _____

A handwritten signature in black ink, appearing to be "Bill Marx", written over a horizontal line.

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed 

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the **over** 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying **OVER** the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, **and/or** are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed 

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?


The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed 

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, **and/or** are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed LAMMERS A

A handwritten signature in black ink, appearing to be "Lammers A", written over a horizontal line.

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of **PL 100-91**, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the *implementation* of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of **8:00-6:00**, May through September and **9:00-5:00** October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...**Where** does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.


I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying **OVER** the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed

WYSTMA


To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

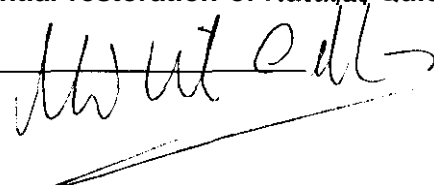
The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Lets not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed 

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints, It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed _____



To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed 

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
US. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June,1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

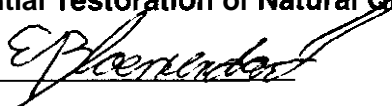
I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying OVER the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed



To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes.. **Where** does it end? How much is government going to be able to restrict private enterprise?

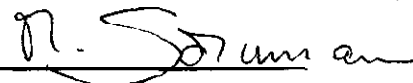
The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace . . .not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed 

To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

Subject: Docket No. FAA-99-5926
Docket No. FAA-99-5927
Proposed Commercial Routes for the GCNP SFRA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PLI 00-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

On May 1, 1997 curfews were implemented. Rather than being able to fly from dawn until dusk, air tour operators are now limited to the hours of 8:00-6:00, May through September and 9:00-5:00 October through April. Each air tour operator has been allotted a finite number of aircraft that they may fly in the SFRA at any given time. Present regulations prohibit any new air tour operators from starting up a new business at the Grand Canyon. Many air tour operations have merged, and are using larger aircraft that can fly more people (but consequently have reduced the number of total flights-thereby limiting themselves to this number of total flights in the future, allowing no growth potential). Many have switched from tour routes to direct routes...Where does it end? How much is government going to be able to restrict private enterprise?

The "science" and methodologies employed by the National Park Service in their original report to Congress in 1994 were seriously flawed and have since been invalidated by statistical analyses conducted by Northern Arizona University as well as Arizona State University. In addition, the sound studies originally conducted by Harris, Miller, Miller, and Hanson have been denounced for using "seriously flawed methodologies" by peer review.

I support the air tour operators' recommendation of the dog-leg modification of the dragon corridor flight route. This change in the flight pattern would have the effect of displacing any aircraft noise away from ground visitors. Further, I agree with all of the pilots who fly air tours at GCNP. Re-routing flights over the North Rim is unsafe.

Flying *OVER* the Grand Canyon is the most environmentally responsible way to experience it. Air Tours leave no trace ...not even footprints. It is the choice for more than 800,000 people per year. Most people visit the Grand Canyon under time constraints, and/or are not physically capable of hiking or rafting the canyon. For the very young, the old, and the handicapped it's the only alternative.

Let's not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed Danja Underman